

**AMENDMENTS TO THE CLAIMS WITH MARKINGS TO SHOW CHANGES
MADE, AND LISTING OF ALL CLAIMS WITH PROPER IDENTIFIERS**

1. (Currently amended) An electromotive adjustment device for adjusting a control element, comprising:
 - a housing;
 - a gear mechanism including a plurality of intermeshing gear wheels to define a drive train; and
 - a drive motor constructed as a brushless motor with an external rotor and including an output journal in driving relationship with the gear mechanism, wherein the output journal has a tooth portion in engagement with a helical spur gear wheel of the gear mechanism wherein the output journal has an evoloid gear tooth system with three teeth.
- 2.-3. (Canceled)
4. (Currently amended) The electromotive adjustment device of claim 1, wherein the gear mechanism has an output member, and further comprising a shaft having opposite ends and linked to the output member, said shaft extending through two openings of the housing in opposite relationship so that the ends of the shaft are selectively connectable with the control element in dependence of a rotation direction of the control element.
5. (Currently amended) The electromotive adjustment device of claim 4, wherein the shaft is a hollow shaft.
6. (Currently amended) The electromotive adjustment device of claim 1, wherein the gear mechanism has at least two gear stages for reducing a motor speed of the drive motor.

7. (Currently amended) The electromotive adjustment device of claim 6, wherein the gear mechanism has two gear wheels to define the gear stages, and further comprising a carrier for supporting the gear wheels
8. (Currently amended) The electromotive adjustment device of claim 7, wherein the drive motor is ~~arranged on~~ mounted to the carrier.
9. (Currently amended) The electromotive adjustment device of claim 1, and further comprising a spring element for moving the control element in one direction.
10. (Currently amended) The electromotive adjustment device of claim 9, and further comprising a manually operated shaft for setting the spring element under tension.
11. (Currently amended) The electromotive adjustment device of claim 1, wherein the housing has two housing portions threadably connected to one another at a partition plane.
12. (Currently amended) The electromotive adjustment device of claim 11, wherein the partition plane is extends in ~~an area of~~ a mid-plane of the housing.
13. (Currently amended) The electromotive adjustment device of claim 8, wherein the drive motor has an attachment flange in single-piece configuration with the carrier.
14. (Currently amended) The electromotive adjustment device of claim 1, wherein the drive motor is selected from the group consisting of synchronous motor and stepper motor, with a revolving field generated electronically.